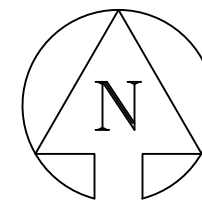


BUCKEYE PARTNERS, L.P. – PORT READING TERMINAL
750 CLIFF ROAD, PORT READING, NJ 07064
DRAINAGE & CONTAINMENT IMPROVEMENTS
FOR THE 7945 TANK FIELD
WOODBRIIDGE TOWNSHIP, MIDDLESEX COUNTY, NEW JERSEY

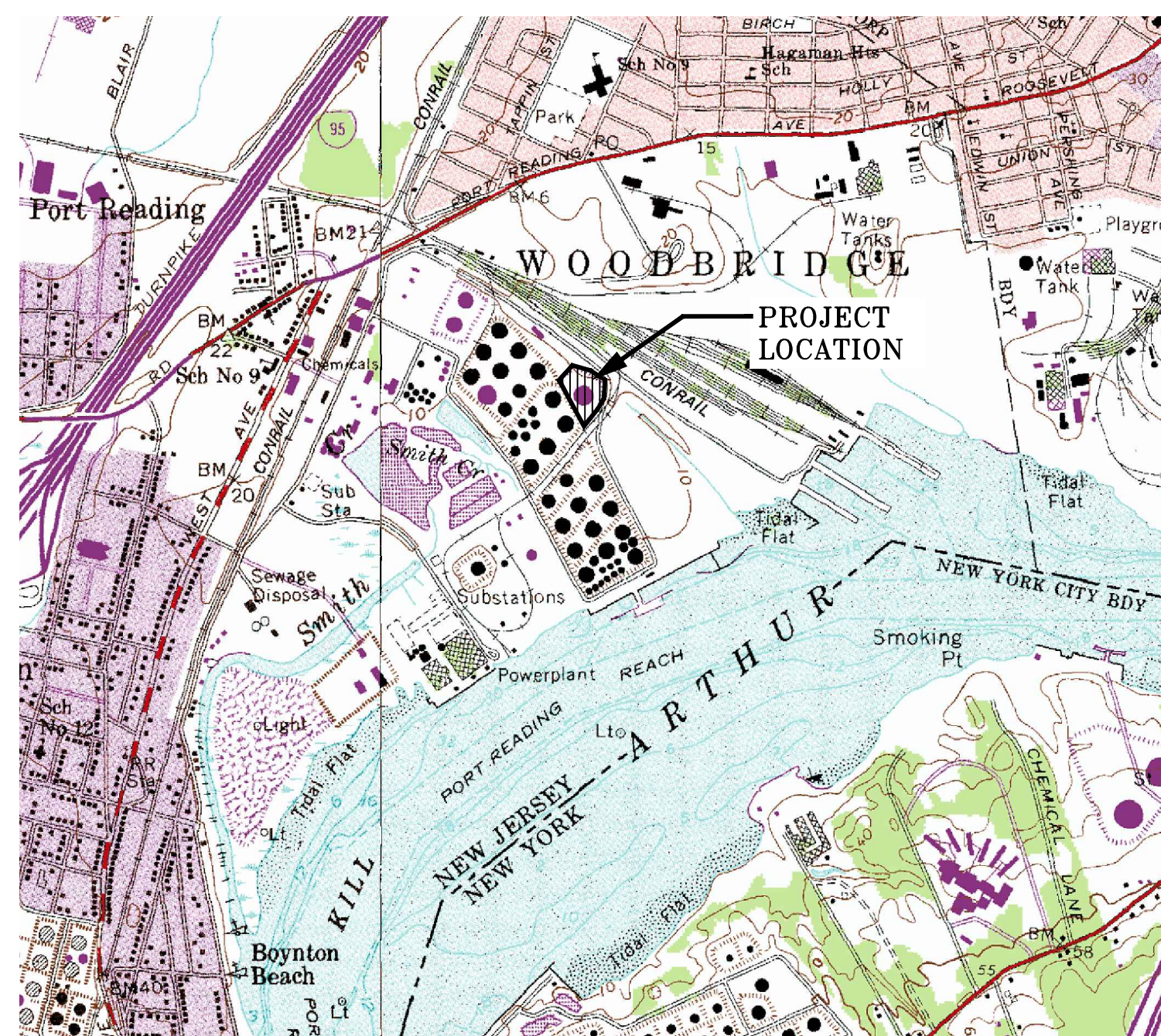
PROJECT DRAWINGS

<u>DRAWING NUMBER</u>	<u>REV. NO.</u>	<u>PAGE NO.</u>	<u>DESCRIPTION</u>
38-19085-Tank7945-C-001	A	1	COVER SHEET
38-19085-Tank7945-C-101	A	2	EXISTING CONDITIONS/DEMOLITION PLAN
38-19085-Tank7945-C-102	A	3	LINER DELINEATION PLAN
38-19085-Tank7945-C-103	A	4	CONSTRUCTION DETAILS
38-19085-Tank7945-C-701	A	5	SOIL EROSION AND SEDIMENT CONTROL PLAN
38-19085-Tank7945-C-702	A	6	SOIL EROSION AND SEDIMENT CONTROL DETAILS
38-19085-Tank7945-C-703	A	7	SOIL EROSION AND SEDIMENT CONTROL NOTES

ISSUED FOR
REVIEW



LOCATION MAP
SCALE: 1"=2000'



REFERENCE: UNITED STATES DEPARTMENT OF INTERIOR GEOLOGICAL SURVEY
ARTHUR KILL, N.Y. - N.J. (1966, REV 1981)

LEGEND

	EXISTING RAILROAD TRACKS		EXISTING UTILITY POLE
	EXISTING BUILDING		EXISTING LIGHT POLE
	EXISTING EDGE OF ROAD		PROPOSED STABILIZED CONSTRUCTION ENTRANCE
	EXISTING FENCE LINE		
	EXISTING STORM DRAIN		PROPOSED NLET PROTECTION
	EXISTING CATCH BASIN		PROPOSED LIMIT OF DISTURBANCE
	EDGE OF DRIVEWAY		SOIL BOUNDARY
	EXISTING 1' MINOR CONTOUR		
	EXISTING 1' MAJOR CONTOUR		
	EXISTING SPOT ELEVATION		
	EXISTING 12" OF STONE AND SOIL COVER TO BE STRIPPED AND STOCKPILED / PROPOSED GEOSYNTHETIC CLAY LINER SECTION		
	PROPOSED INCREASED STONE SECTION FOR DRIVING AISLE		
	EXISTING ASPHALT TO BE REMOVED AND REPLACED		
	EXISTING PIPE RACK		
	PROPOSED SAWCUT LINE		

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Baltimore, MD Bismarck, ND Denver, CO Douglassville, PA Houston, TX
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STV PROJECT No.: 38-19085

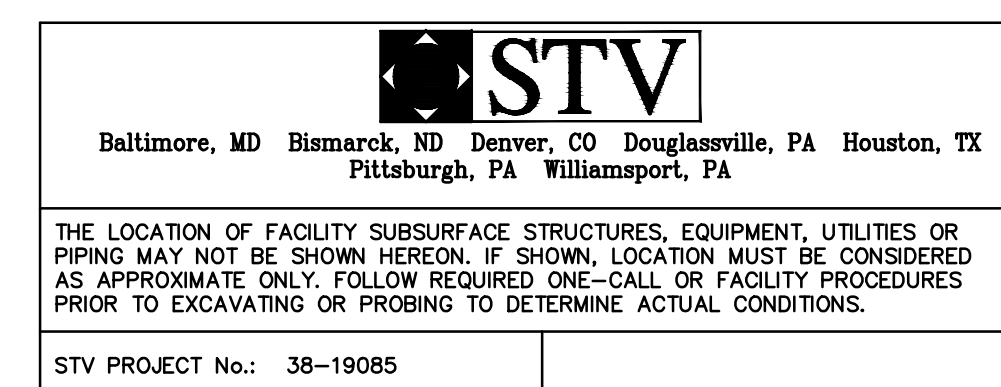
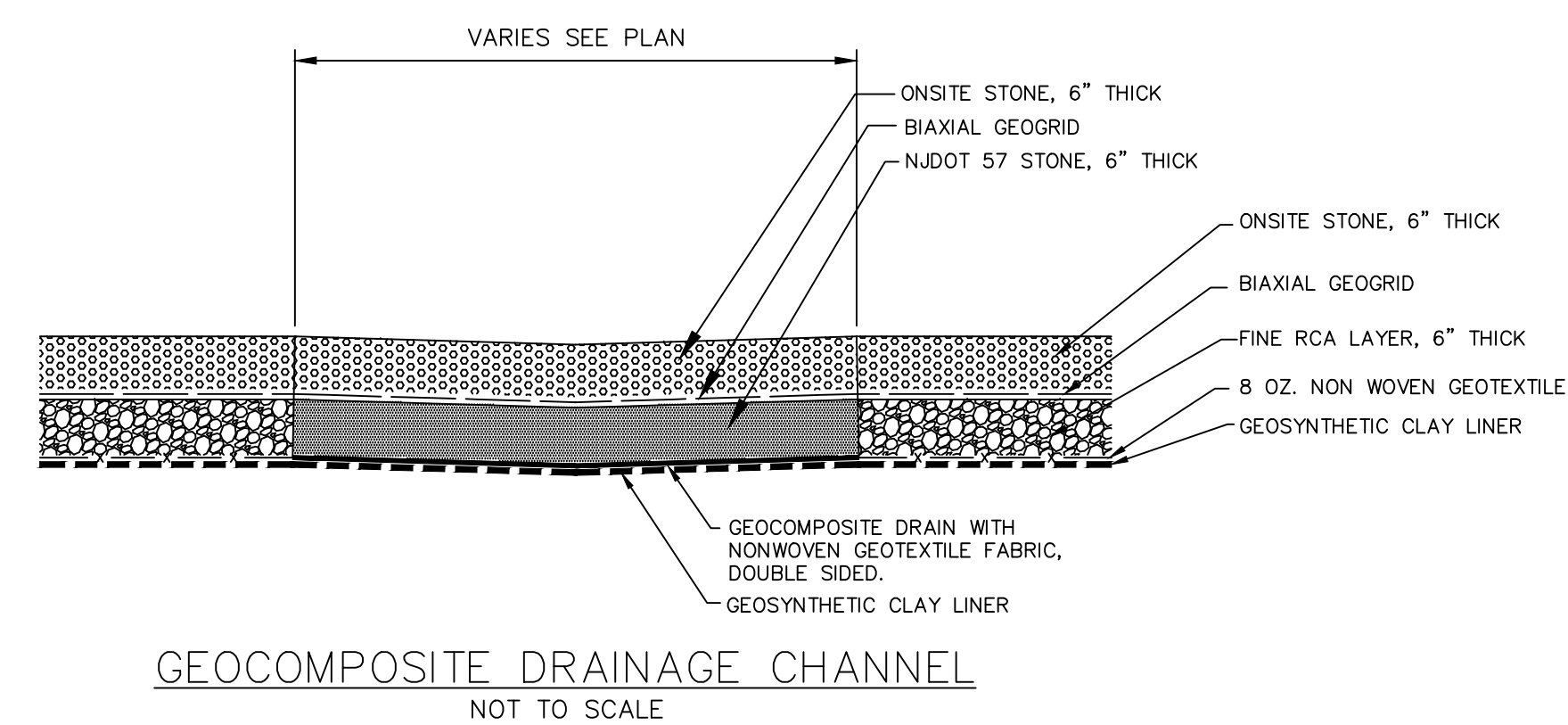
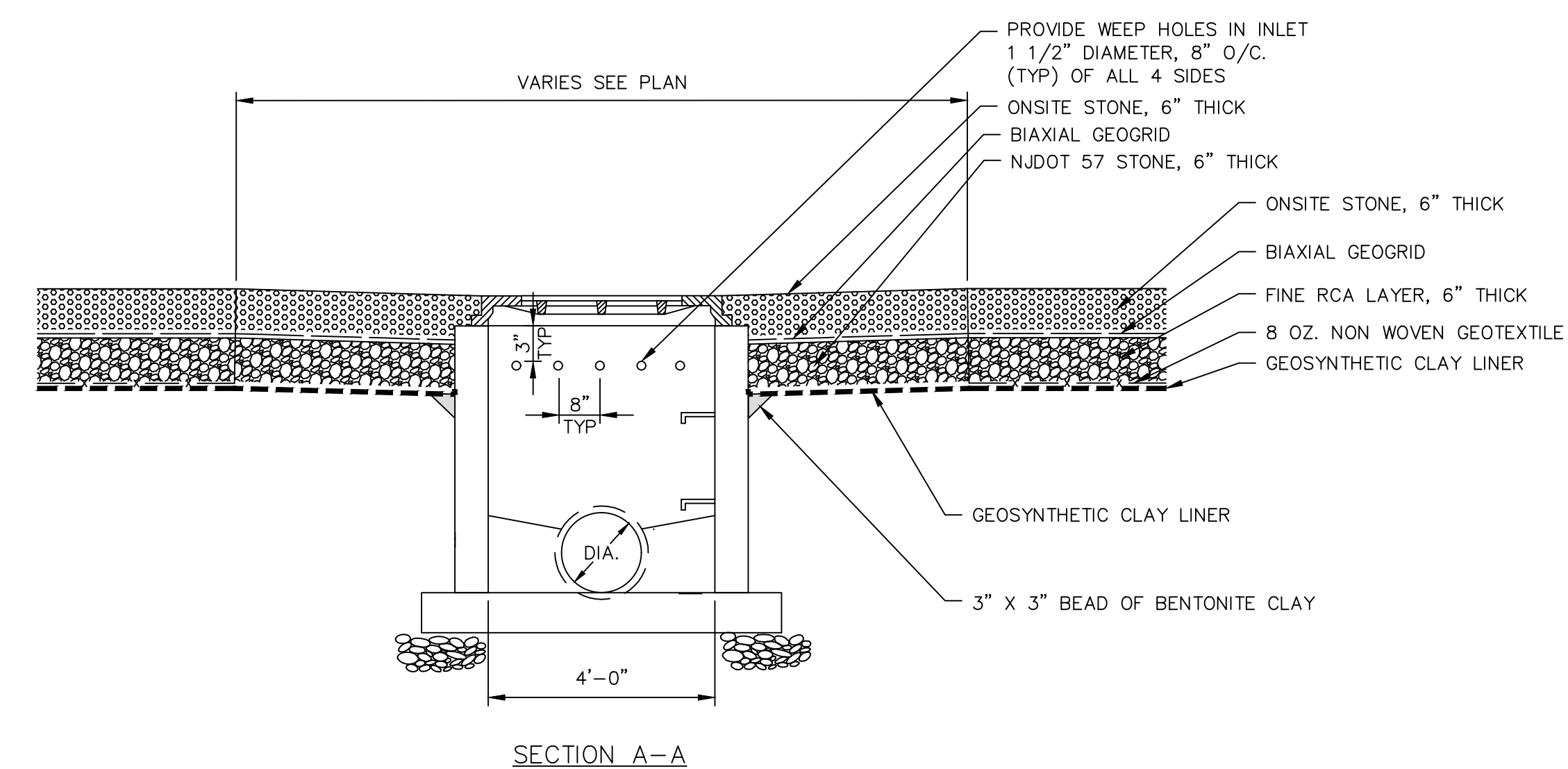
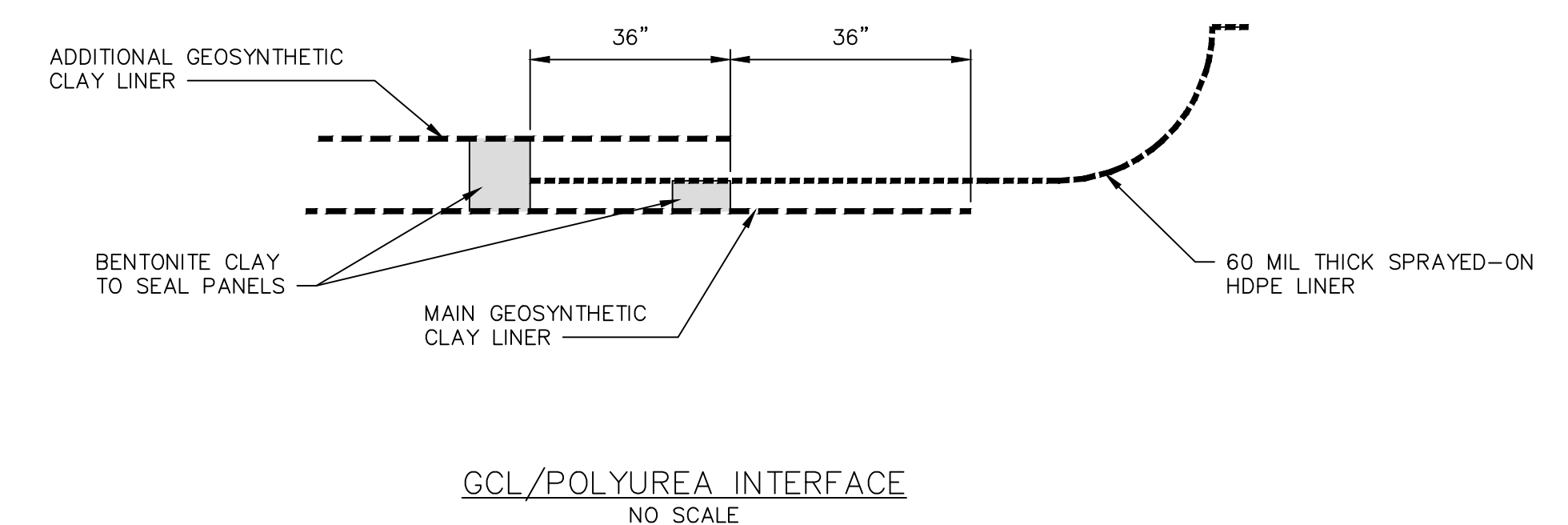
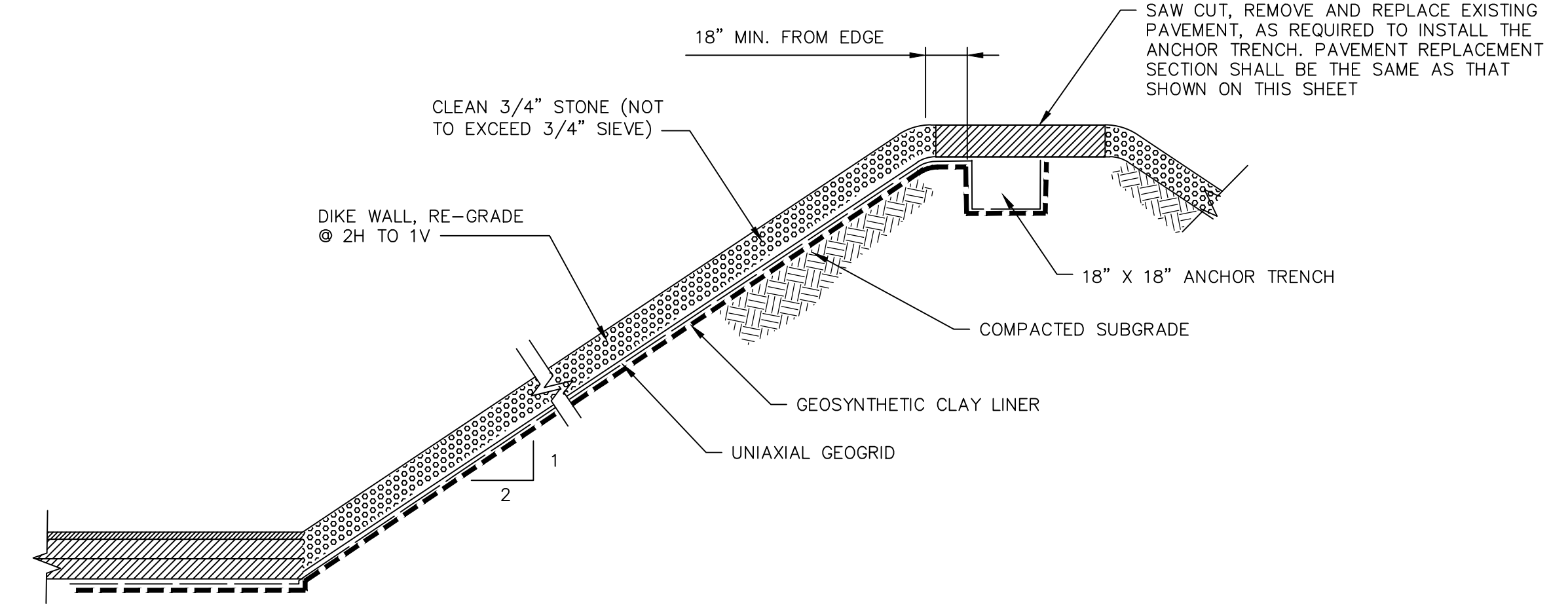
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e	B		ISSUED FOR REVIEW			RRJ	SPG
	A		ISSUED FOR REVIEW			03/06/20 RRJ	03/06/20 SPG

WORK ORDER NO.		WORKORD		REVISION	DATE	DATE
<p align="center">BUCKEYE PARTNERS, LP PORT READING TERMINAL</p>						
<p align="center">DRAINAGE & CONTAINMENT IMPROVEMENTS COVER PAGE FOR THE 7945 TANK FIELD PORT READING TERMINAL, PORT READING, NJ</p>						
DRAWN:	RRJ	SCALE:	NONE	DATE: 02/18/20		REV B
APPROVED:	CHECKED:	SPG		38-19005-Tank7945-C-001		
				DRAWING NUMBER		

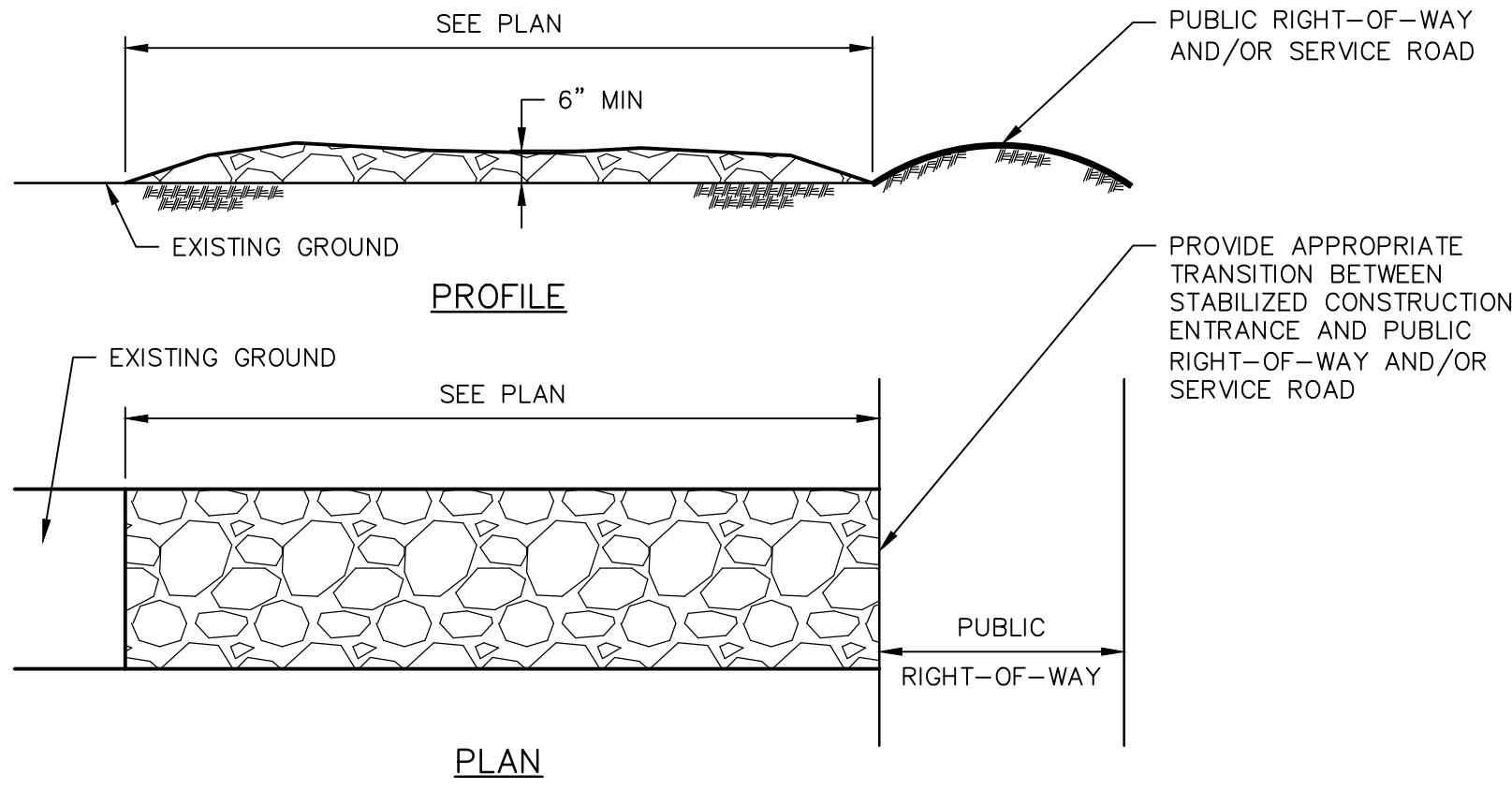






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					03/06/20	03/06/20	
A		ISSUED FOR REVIEW			RRJ	SPG	
					02/21/20	02/21/20	
NO	LOC	DESCRIPTION OF REVISION			BY DATE	APPR DATE	
WORK ORDER NO.							
BUCKEYE PIPE LINE CO. PORT READING TERMINAL							
DRAINAGE & CONTAINMENT IMPROVEMENTS CONSTRUCTION DETAILS FOR THE 7945 TANK FIELD PORT READING TERMINAL, PORT READING, NJ							
DRAWN: RRJ		SCALE: NONE		DATE: 02-18-2020			
APPROVED:		CHECKED: SPG		38-19006-Tank7945-C-501			
				DRAWING NUMBER			
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PERCENT SLOPE OF ROADWAY	LENGTH OF STONE REQUIRED	
	COURSE GRAINED SOILS	FINE GRAINED SOILS
0 TO 2%	50 FEET	100 FEET
2% TO 5%	100 FEET	200 FEET
> 5%	ENTIRE SURFACE STABILIZED WITH HOT MIX ASPHALT BASE COURSE, MIX 1-2	

STABILIZED CONSTRUCTION ENTRANCE NO SCALE

CONSTRUCTION SPECIFICATIONS

1. **STONE SIZE** – USE ASTM C-33, SIZE NO. 2 ($2\frac{1}{2}$ TO $1\frac{1}{2}$ IN.) OR 3 (2 TO 1 IN.). USE CLEAN CRUSHED ANGULAR STONES. CRUSHED CONCRETE OF SIMILAR SIZE MAY BE SUBSTITUTED BUT WILL REQUIRE MORE FREQUENT UPGRADING AND MAINTENANCE.

2. **LENGTH** – 50 FEET MINIMUM WHERE SOILS ARE COURSE GRAINED (SAND OR GRAVEL), OR 100 FEET MINIMUM WHERE SOILS ARE FINE GRAINED (CLAYS OR SILTS), EXCEPT WHERE THE TRAVEL LENGTH IS LESS THAN 50 OR 100 FEET RESPECTIVELY. THESE LENGTHS MAY BE INCREASED WHERE FIELD CONDITIONS DICTATE. STORMWATER FROM UP-SLOPE AREAS SHALL BE DIVERTED AWAY FROM THE STABILIZED PAD (SEE STANDARD FOR DIVERSIONS). WHERE DIVERSION IS NOT POSSIBLE, THE LENGTH OF THE STABILIZED PAD SHALL BE SHOWN AS IN TABLE ABOVE. WHERE THE SLOPE OF THE ACCESS ROAD EXCEEDS 5%, A STABILIZED BASE OF HOT MIX ASPHALT BASE COURSE, MIX 1-2, SHALL BE INSTALLED. THE TYPE AND THICKNESS OF THE BASE COURSE AND USE OF A DENSE GRADED AGGREGATE SUB-BASE SHALL BE AS PRESCRIBED BY LOCAL MUNICIPAL ORDINANCE OR OTHER GOVERNING AUTHORITY.

AT POORLY DRAINED LOCATIONS, SUBSURFACE DRAINAGE GRAVEL FILTER OR GEOTEXTILE SHALL BE INSTALLED BEFORE INSTALLING THE STABILIZED CONSTRUCTION ENTRANCE.

WHERE A STABILIZED CONSTRUCTION ENTRANCE EXIT TRAVERSES BETWEEN TWO BUILDINGS, IT SHALL BE STONED THE ENTIRE LENGTH OF THE RIGHT-OF-WAY. MOUNTABLE STONE BERMIS PLACED ACROSS THE WIDTH OF THE EXIT MAY ALSO BE REQUIRED AT THE TRANSITION POINT BETWEEN PAVED AND NON-PAVED AREAS TO TRAP SEDIMENTS WHICH ARE CARRIED BY STORMWATER FLOWING ALONG THE CURBLINE.

3. **THICKNESS** – NOT LESS THAN 6 INCHES.

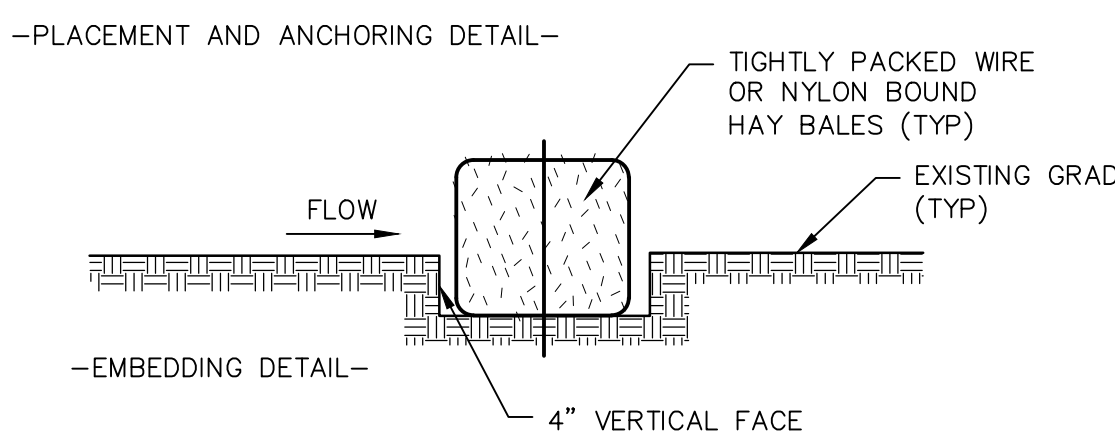
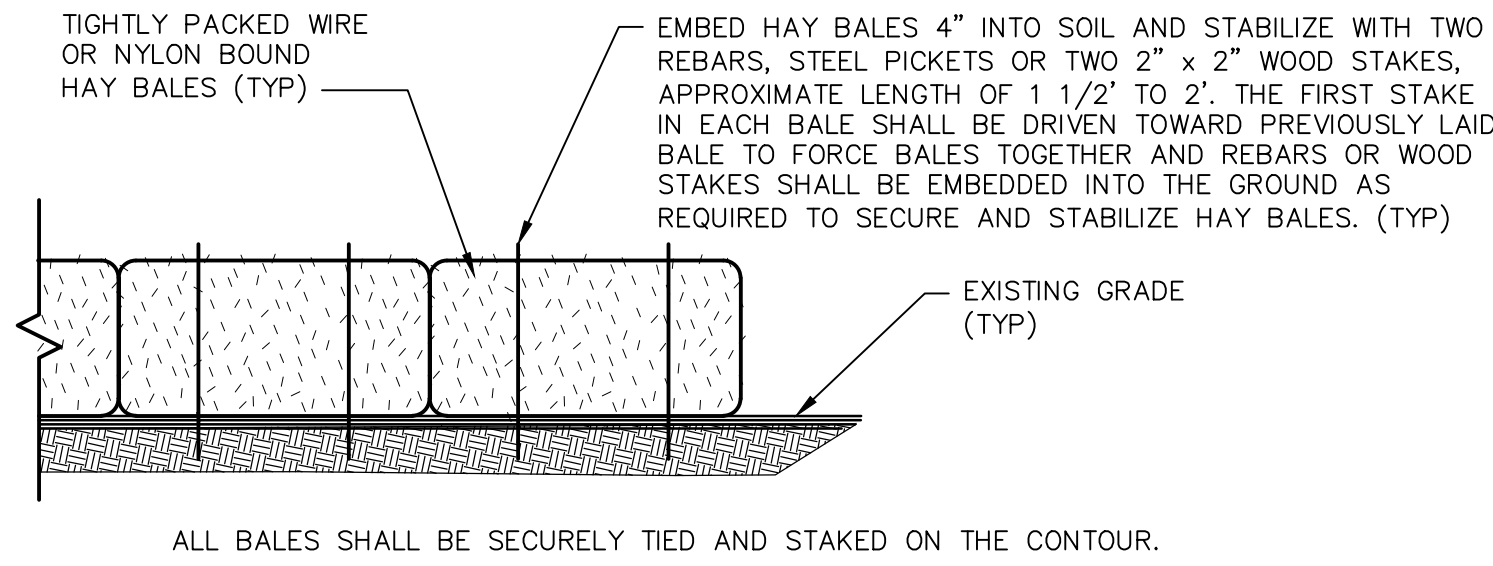
4. **WIDTH** – NOT LESS THAN FULL WIDTH OF ALL POINTS OF INGRESS OR EGRESS.

5. **TIRE WASHING** – IF SPACE IS LIMITED, VEHICLE TIRES MAY BE WASHED WITH CLEAN WATER BEFORE ENTERING A PAVED AREA. A WASH STATION MUST BE LOCATED SUCH THAT WATER WILL NOT FLOW ONTO PAVED ROADWAYS OR INTO UNPROTECTED STORM DRAINAGE SYSTEMS.

WHEN THE CONSTRUCTION ACCESS EXITS ONTO A MAJOR ROADWAY, A PAVED TRANSITION AREA MAY BE INSTALLED BETWEEN THE MAJOR ROADWAY AND THE STONED ENTRANCE TO PREVENT LOOSE STONES FROM BEING TRANSPORTED OUT ONTO THE ROADWAY BY THE HEAVY EQUIPMENT ENTERING OR LEAVING THE SITE.

6. **MAINTENANCE** – THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO ROADWAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL STONE OR ADDITIONAL LENGTH AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED, OR TRACKED ONTO PUBLIC ROADWAYS (PRIVATE OR PUBLIC) OR OTHER IMPERVIOUS SURFACES MUST BE REMOVED IMMEDIATELY.

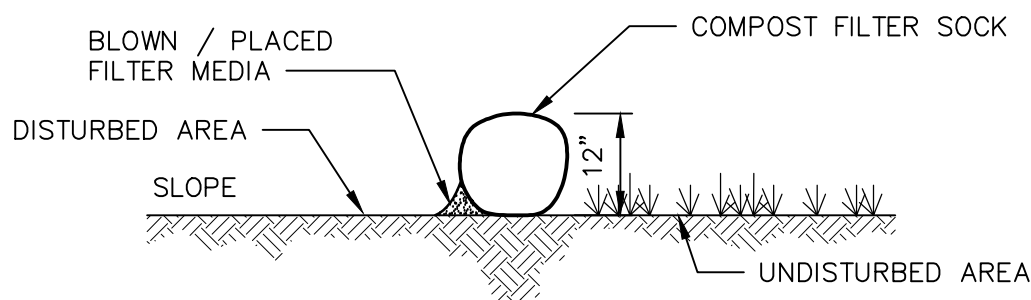
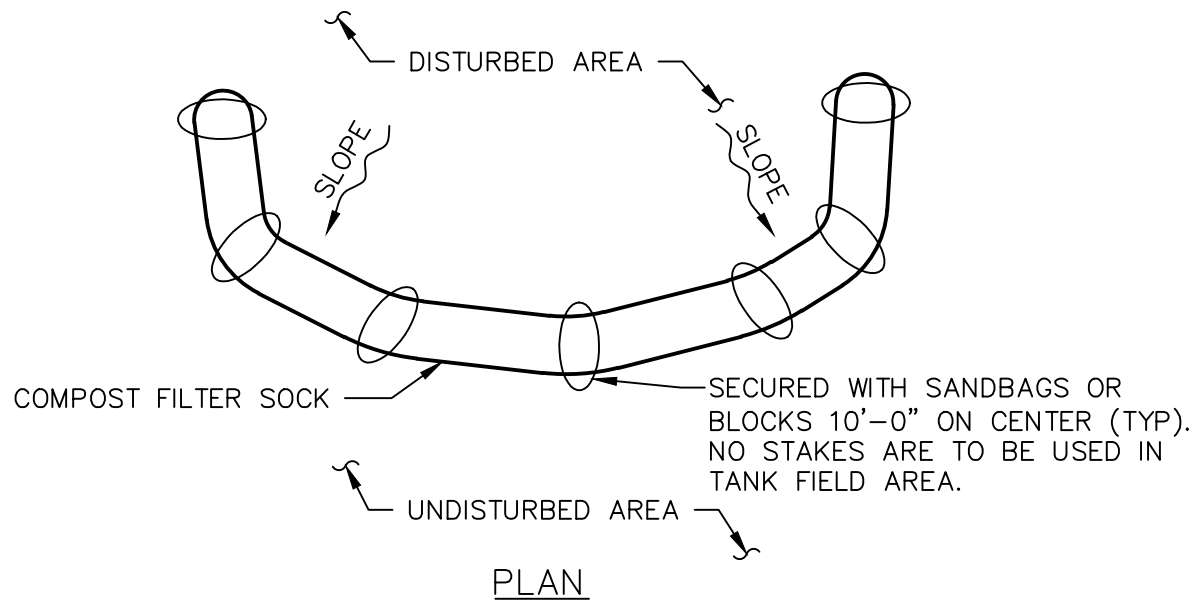
WHERE ACCUMULATION OF DUST/SEDIMENT IS INADEQUATELY CLEANED OR REMOVED BY CONVENTIONAL METHODS, A POWER BROOM OR STREET SWEEPER WILL BE REQUIRED TO CLEAN PAVED OR IMPERVIOUS SURFACES. ALL OTHER ACCESS POINTS WHICH ARE NOT STABILIZED SHALL BE BLOCKED OFF.



NOTES:

- HAY BALES SHALL CONSIST OF TIMOTHY, REDTOP OR NATIVE GRASSES. STRAW SHALL BE STALKS OF OAT, WHEAT, RYE OR BARLEY RELATIVELY FREE FROM SEED, NOXIOUS WEEDS AND FOREIGN MATTER, FREE FROM DECAY MATTER AND FROM ORGANIC MATTER SOLUBLE IN WATER AND SHALL BE BOUND WITH WIRE OR BALING TWINE. THE TWINE SHALL BE AN ULTRAVIOLET LIGHT STABILIZED POLYPROPYLENE, WHICH HAS KNOT STRENGTH OF 170 POUNDS AND STRAIGHT STRENGTH OF 300 POUNDS.
- WOOD STAKE POSTS AND BOARD SHALL BE SOLID, REASONABLY KNOT-FREE LUMBER CONFORMING TO THE NOMINAL SIZE SPECIFIED ON THE PLANS.

HAY BALE SEDIMENT BARRIERS NO SCALE

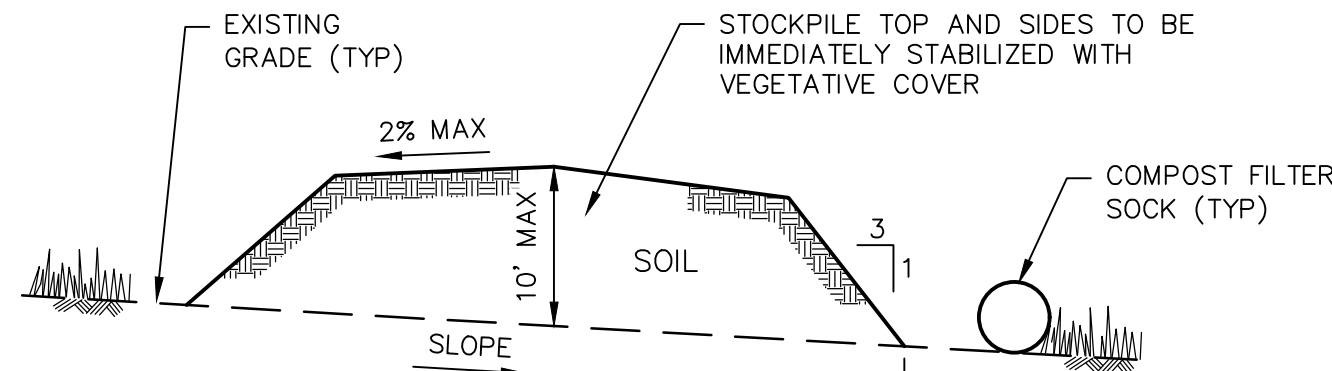


SECTION

COMPOST FILTER SOCK NO SCALE

NOTES:

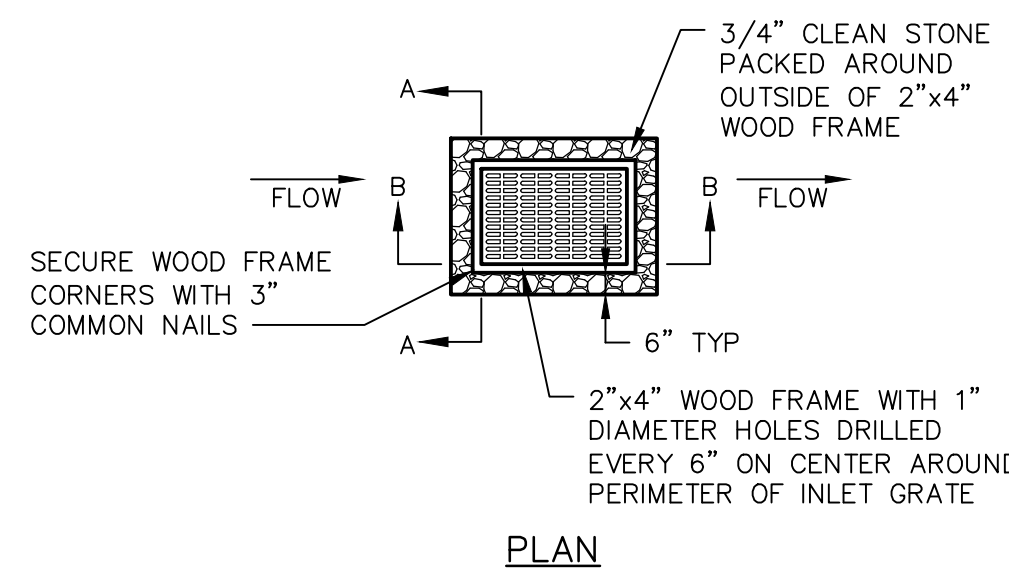
- COMPOST FILTER SOCK SHALL BE PLACED AT EXISTING LEVEL GRADE. BOTH ENDS OF THE BARRIER SHALL BE EXTENDED AT LEAST 8 FEET UP SLOPE AT 45 DEGREES TO THE MAIN BARRIER ALIGNMENT. MAXIMUM SLOPE LENGTH ABOVE ANY BARRIER SHALL NOT EXCEED THAT SPECIFIED FOR THE SIZE OF THE SOCK AND THE SLOPE OF ITS TRIBUTARY AREA.
- TRAFFIC SHALL NOT BE PERMITTED TO CROSS COMPOST FILTER SOCKS.
- ACCUMULATED SEDIMENT SHALL BE REMOVED WHEN IT REACHES 1/2 THE ABOVE GROUND HEIGHT OF THE COMPOST FILTER SOCK.
- COMPOST FILTER SOCKS SHALL BE INSPECTED WEEKLY AND AFTER EACH RUNOFF EVENT. DAMAGED SOCKS SHALL BE REPAIRED ACCORDING TO MANUFACTURER'S SPECIFICATIONS OR REPLACED WITHIN 24 HOURS OF INSPECTION.
- BIODEGRADABLE COMPOST FILTER SOCKS SHALL BE REPLACED AFTER 6 MONTHS. PHOTODEGRADABLE SOCKS SHALL BE REPLACED AFTER 1 YEAR. POLYPROPYLENE SOCKS SHALL BE REPLACED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
- HEAVY CONCRETE BLOCKS OR SANDBAGS SHALL BE USED BEHIND COMPOST FILTER SOCKS.



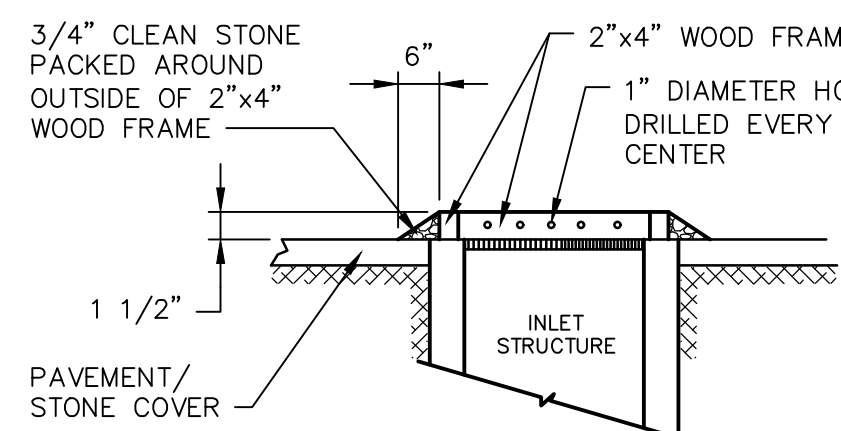
NOTES:

- SOIL STOCKPILES TO BE PLACED AS DETERMINED IN THE FIELD.
- IF STOCKPILED FOR MORE THAN 30 DAYS, PERMANENT STABILIZATION MEASURES MUST BE IMPLEMENTED.
- STOCKPILE AREA MAY BE RELOCATED TO AVOID CONFLICT WITH CURRENT CONSTRUCTION OPERATIONS WITHIN THE LIMIT OF DISTURBANCE.

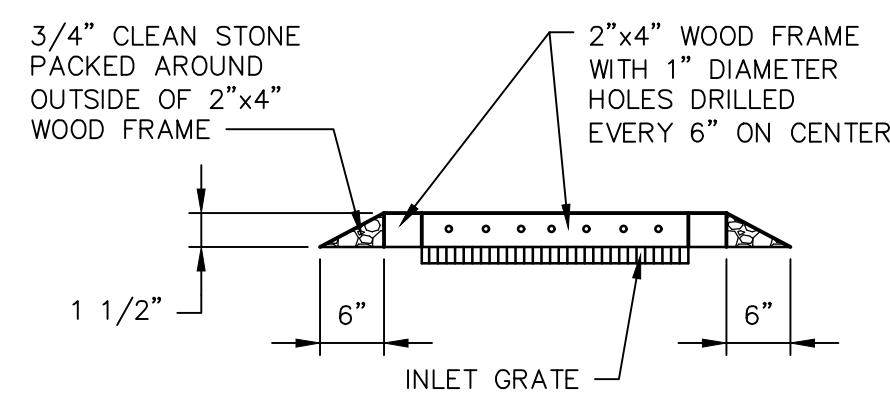
SOIL STOCKPILE NO SCALE



PLAN

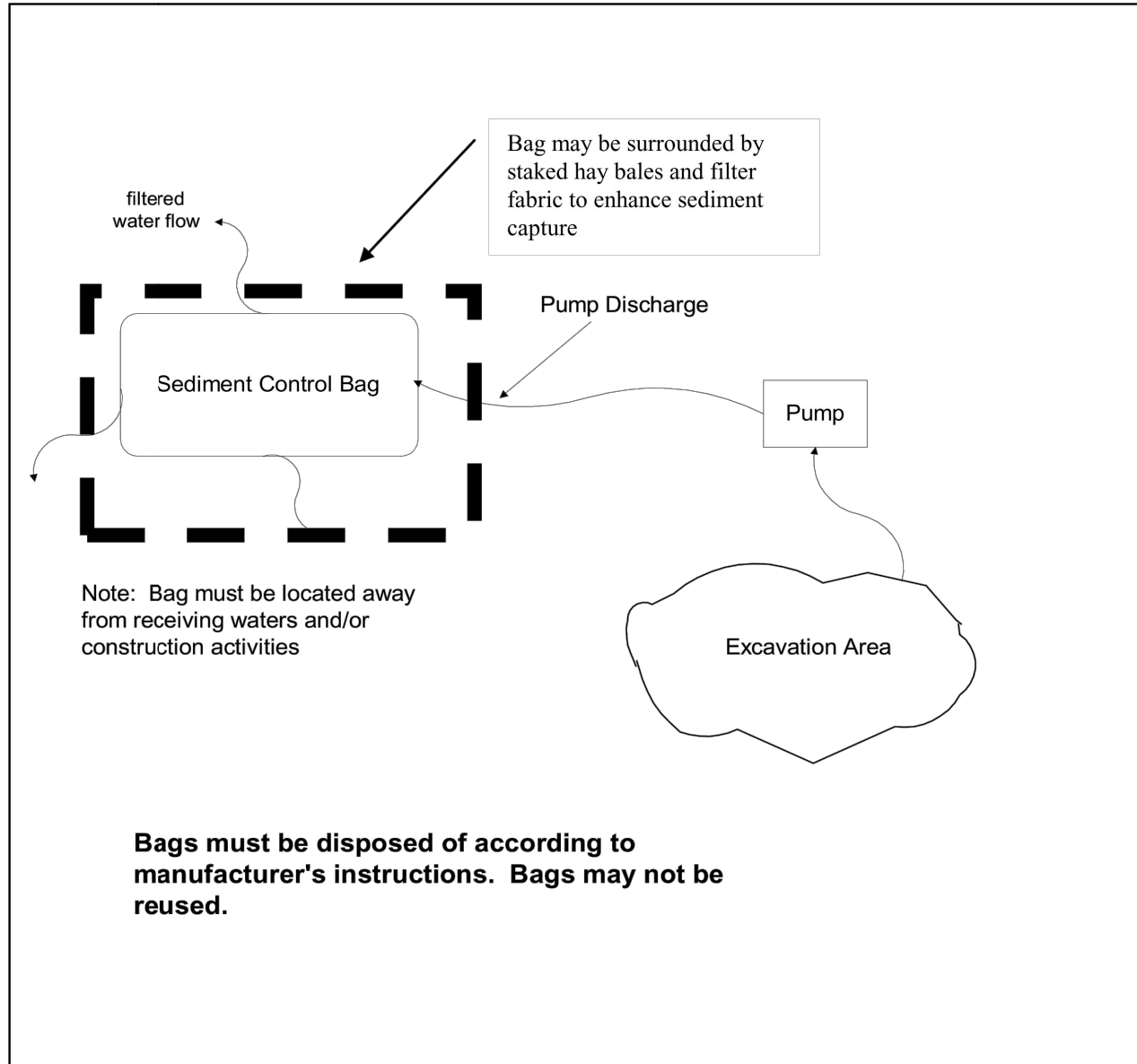


SECTION A-A



SECTION B-B

INLET PROTECTION DETAIL NO SCALE



DEWATERING DETAIL NO SCALE

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A	ISSUED FOR REVIEW	RRJ	SPG	02/21/20	02/21/20
NO LOC		DESCRIPTION OF REVISION		BY	APPR
WORK ORDER NO.					
		BUCKEYE PIPE LINE CO. PORT READING TERMINAL			
		DRAINAGE & CONTAINMENT IMPROVEMENTS SOIL EROSION AND SEDIMENT CONTROL DETAILS FOR THE 7945 TANK FIELD PORT READING TERMINAL, PORT READING, NJ			
DRAWN:	RRJ	SCALE:	NONE	DATE:	02-18-2020
APPROVED:		CHECKED:	SPG		
		38-19085-Tank7945-C-702		REV	B
		DRAWING NUMBER			

STV Baltimore, MD Bismarck, ND Denver, CO Douglasville, PA Houston, TX Pittsburgh, PA Williamsport, PA	
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